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LOCHMEDE

Vol. II. WINTER PARK, FLORIDA, FRIDAY, MARCH 16, 1888. No. 11.

FLORIDA RAILROADS.

Many people more or less interested in Winter Park, when they first hear of the plans of the Orlando and Winter Park Railway, ask with some surprise, what is the use of another railroad. The road in question, even if extended to Lake Jesup or beyond, will at no point be over seven or eight miles from roads already in operation, and even in parts of the country which have been settled for a hundred years, and where the density of population is far greater than here, it is hardly thought worth while, as a rule, to build railroads so near together as that. Why is it that so many more are needed, and can be made to pay, in Florida than anywhere else?

The principal reason is not far to seek. It is simply that we have no highways of any practical value. In almost all other parts of the country great pains are taken to have good roads, so that a single strong horse can haul as much as a ton at a load, but here one cannot safely attempt to carry more than six or eight hundred pounds for any considerable distance, on account of the sandy roads. This means that the transportation of a given amount of material by horse power requires at least twice as many loads, and therefore costs twice as much, as it would over hard roads. Very often the proportion is still greater. Of course the possible distance to which horse power can be made available for transporting any given class of goods is limited by the value of the goods and the margin above cost. When the cost of the goods plus the cost of transportation reaches the full value of the goods after delivery, then, obviously, they cannot be carried further except at a loss. The worse the roads, the sooner this limit is reached. In the West trains of supply wagons go hundreds of miles to carry the necessaries of life to isolated towns and camps, and bring back the product of the mines. They carry big loads and can get a good price for them, because the miners have gold or other valuable metals to exchange for what they need. The small population can thus be supplied by wagons at rates within their means to pay; but here the case is reversed. Only a small load can be taken, and the materials which the isolated settler can produce to pay his bills with are bulky and of small value, so that there is not profit enough on the exchange to pay for a long haul. This makes it almost impossible to secure any but the poorest kind of a living at more than a few miles from rail or water transportation. Hence it is absolutely essential to the full development of the country that there should be one or the other at distances of not more than ten miles apart all over the State.

The need being thus evident, the question remains, can they be made to pay? The first element in this problem is the amount of capital on which a dividend must be paid, and fortunately for us, there is probably no other State in the Union where railroads can be built so cheaply as here. The cost of the road-bed ready for the iron is oftener under than over $1,000 per mile, and the cost of rails and rolling stock is proportional to the business done. At first a light equipment will answer, and as business increases it will pay for a heavier one. But even the comparatively light first cost of the road is not all to be paid by the builders of it, for in the less settled regions the State law provides a large subsidy in the form of land, and where the thicker settlement of the country prevents this from being available, the people along the line are so thoroughly alive to the value of a road to them that they will generally contribute in money and land at least enough to pay for the road-bed. Thus the promoters of the enterprise have only to pay for iron and rolling-stock and such buildings and other accessories as may be necessary, the demand for all of which is measured by the amount of the traffic. Maintenance of way and running expenses are both made light by our warm climate, which forbids the destructive action of frost and removes the great expense of keeping the line clear of snow in the winter, as well as the danger from floods when the snow and ice are melting in the spring.

Thus in every way the conditions are favorable to the building and profitable operation of railroads, and it is not wonderful, therefore, that they are increasing rapidly in every direction. It will be found, too, that there is no place where investments in railroads are more sure to pay than here. In other parts of the country it is hardly expected that a road will pay anything for several years after it is opened, and if it pays well after five years the builders think themselves very well off. Here there are few roads that have not paid almost from the day they were completed, and generally they have demanded a constant and rapid increase in their equipment to meet their increasing business. No better illustration could be wished than is afforded by the South Florida Railroad, right here at our own doors. Eight years ago the first twenty miles of it were surveyed and built through a country containing, altogether, including the towns of Sanford and Orlando, fewer people and less business than it now serves through the Winter Park station alone. It had a single engine, weighing seven and a half tons, running on a sixteen pound rail, with three feet gauge. It paid from the first train it ran. Three years later it had doubled its length and increased its business ten-fold, had thirty pound rails and half a dozen fifteen to twenty ton engines. The fourth year it was completed to the Gulf, and became the mail route to Havana. The fifth year it added sixty miles more, from Pemberton to Bartow. The sixth year it widened its gauge to the standard, and put on the elegant rolling-stock now running. It now, in connection with the Jacksonville, Tampa & Key West Railway, runs two through trains each way daily between Jacksonville and

Tampa, besides local service. It is safe to say that there is not a better piece of railroad property in the country, nor one having a better prospect for the future. There is certainly no place where railroad investments are safer or yield quicker returns, and few where the conditions are in any way more favorable. Let the good work go on. We can hardly have too many of them.

Adele aus der Ohe.

From an illustrated article on "Some Pupils of Liszt" in the March *Century* we quote as follows: "When three and a half years old she first gave evidence of her remarkable talent. An elder sister was strumming Arditi's 'Il bacio' one day in the nursery where the children were at play. When she had finished, the tiny Adele, crying, 'Ich! Ich!' begged to be placed on the stool, and to their astonishment repeated the entire waltz, giving the correct bass with her left hand. 'Mamma! Papa!' cried the children in chorus, as they threw open the door; 'Come! come and hear Adelchen!' There was great rejoicing that day in the family Ohe. The parents themselves began at once to instruct her in piano-playing. In her fifth year she became acquainted with the talented musical couple Bronsart, who took her to Hans von Bulow for advice. 'Let me first look in her eyes,' he said; and continued, 'Yes, there really is music there!' He proposed that she be placed under his instruction at Munich, where he was then residing, but the fond parents could not consent to a separation from so young a child. Adele was seven years old when Prof. Aus der Ohe moved with his family to Berlin. Here she became a pupil of Franz Kullak, and several months later of his father, the celebrated Dr. Theodore Kullak, with whom she remained until her thirteenth year. At eight years of age she made her first public appearance. Two years later she gave concerts with orchestra at Berlin and Hanover, in which she played Beethoven's 'B flat major Concerto' with the Moschelles 'Cadenza.' Shortly after leaving Kullak she came to Liszt at Weimar, and barring occasional interruptions, benefitted by seven years of his instruction. Several long concert tours—the first when in her fourteenth year—were made during this period in Germany. Previous to her American debut she had never played outside her native land. At her last public appearance there she performed Taubert's 'Piano Concerto' in the four hundredth Jubilee Soiree of the Royal Orchestra, with that superb body of musicians, at the Berlin Royal Opera House. In the salons of the German capital Adele aus der Ohe is as great a social as musical favorite. She enjoyed the friendship and chaperonage of the late lamented Princess Alma of Caralath-Beuthin, a noble woman, distinguished for her charities and as a patroness of the fine arts. She is very popular at the Imperial Palace, where she has often played privately and in state concerts. Adele aus der Ohe is not merely a gifted musical artiste, but a young woman of varied accomplishments. Besides her mother tongue, she speaks and writes French, Italian, and English; is a student in the arts and sciences; writes poetry, and is a composer of music—under an assumed name. She has been rightly taught to believe in the necessity of a broad and liberal education for all who aspire above mediocrity in her chosen profession."

In vegetable growing, deep, rich soil, now so generally condemned for fruit gardens, is of the first importance. Soil cannot be too rich nor too deep, if we would have good vegetables. While, too, we have to get sunlight to give the best richness to our fruits, our vegetables are usually best when blanched or kept from the light. So, also, as we keep the roots as near the surface as we can, in order to favor the woody tissue in trees, we like to let them go deep in vegetables, because this favors succulence.—*Gardener's Monthly*.

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The Disston Sugar Works.

The extensive sugar works and plantation of the St. Cloud Sugar Company daily attract distinguished visitors to witness their operations. These works are located on Lake East Tohopekaliga, and are built upon land, which until reclaimed by the Okeechobee Drainage Company, was permanently inundated. The plantation consists of about two thousand acres, of which seven hundred are planted in sugar-cane this season.

The sugar mill is the most complete plant of its kind in the South. All of the processes of making sugar are gone through, from the crushing of the cane and the extraction of the juice, up to the prduction of the refined white sugar of commerce. The mill has a capacity of 40,000 pounds of refined sugar per day, besides syrups and other products of the cane. The output of the mill in sugar this season will amount to about 350,000 pounds, this small production arising from the utilization of nearly all of the standing cane for planting new ground. Next year the mill will turn out about 4,000,000 pounds of sugar. This property is owned by Hamilton Disston, James P. Scott, Messrs. Morris and Etting, and other Philadelphia capitalists. Yesterday a party of New York bankers and business men, consisting of Henry M. Flagler (owner of the Ponce de Leon Hotel), William Rockefeller, O. B. Jennings, F. H. Benedict, J. J. Van de Grift, J. S. Kennedy, of the Standard Oil Company, and Dr. A. Anderson of St. Augustine, devoted the day to an inspection of the sugar plantation and works, and a visit to the reclaimed land in the vicinity of the lakes Tohopekaliga. The character of the country, the richness and adaptability of the soil, and the scenic effect of the beautiful lake region opened by the Disston enterprise were a constant source of surprise to the party, and they gave unanimous expression to the fact that the development of the richest belt of land in the State was at hand, and that the encouragement of these great enterprises would insure permanent wealth and prosperity to the State at large. Mr. Flagler was most agreeably surprised at the wonders which the drained lands disclosed, and remarked that neither he nor any one else could at present truly appreciate what all this vast expenditure of money and wonderful development meant for the future of Florida. He could hardly believe the testimony of his own eyes, he said; he had heard of these operations, but never dreamed of their extent nor of the success they had so far achieved.—*News-Herald.*

THE PIONEER STORE

(IN)

WINTER PARK,

A. H. PAUL, PROPRIETOR

Would respectfully announce to the citizens of Winter Park and vicinity, that he has bought of Mr. J. R. Ergood his stock of

GROCERIES AND GENERAL MERCHANDISE,

and will aim to keep up the reputation of the store, by keeping a

LARGE AND WELL ASSORTED STOCK

of the best goods that can be bought, and at prices that defy competition, for the same quality of goods, and he hopes by gentlemanly and courteous treatment to merit his share of the public patronage. His facilities for getting

FINE ALDERNEY CREAMERY BUTTER

and keeping it in cold storage, insure to his customers a good article in the best possible condition.

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at bottom prices. Come and see. Respectfully,

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LOCHMEDE,

PUBLISHED EVERY FRIDAY.

In the Midst of the Lochs.

Subscription, $1.50 per year, in advance.

Advertisements at reasonable rates. Terms on application.

Communications by mail should be addressed to J. B. HENCK, JR., Longwood, Fla.

Office at Winter Park with Chas. J. Ladd.

Entered at the post-office at Winter Park as second class mail matter.

WINTER PARK, MAR. 16, 1888.

THE blizzard which has been raging at the North has given a switch of its tail down this way, in the shape of several cool days, with a bare suspicion of frost in favorable spots on three or four mornings in succession. We have not heard of anything being hurt—in fact people who do not get up before sunrise will probably dispute our statement that there was any frost at all—but it is enough to remind our friends that Boreas still has things his own way up North, and it is not time to go home for a month or more yet.

JOTTINGS.

Mr. Dana H. Howard, a nephew of J. S. Capen, is visiting there.

Mr. and Mrs. Tucker are visiting their friends Mr. and Mrs. Hart.

Dr. Alden's fine house on Interlachen avenue grows apace. It is to be a beauty.

Mr. Gilbert Hart and friend, Mr. Parkhurst, made a trip Punta Gorda way this week.

Kedney and Carey shipped a car load of orange trees to California, from here, on the 14th.

Mrs. Sarah L. Kingsley and son have moved into their pretty cottage on Lincoln avenue.

Ex-Governor Frederick Smyth, of New Hampshire, was at the Seminole with his wife last week.

Geo. H. Fernald, accompanied by his wife and mother, took dinner at the Seminole on the 14th.

Mr. Wyeth, a prominent citizen of St. Louis and an intimate friend of Dr. Brecht, is visiting here.

A distinguished party of Minnesotians, with Governor Rusk, of Wisconsin, were at the Seminole over Sunday.

R. C. Taylor, the leading real estate man of Worcester, Mass., and Enos Ayres, who leads in the same line in Chicago, are at the Seminole.

The sale of $7,000 worth of property one day and $11,000 another, the past week, is not such a bad record for as small a town as ours. Better hurry up good folks at the North or all the property will be gone.

Mr. Knox, a brother-in-law of R. R. Thayer, of Chicopee Falls, Mass., is visiting here. He is looking for a location and if the climate here benefits him, as it will, he will locate here; we can almost call him a citizen now.

Master Willie Forbes gave a very pleasant birthday party at the Seminole on the 14th. It was a very elegant affair; the orchester of the hotel furnishing the music and the hotel chef furnishing some very delicious refreshments.

Mr. and Mrs. Westinghouse and party left us at noon on the 14th for St. Augustine. It is seldom we have a pleasanter party here and we hope their visit will be repeated next season. Mrs. W. kindly remembered our churches for quite a sum each.

We don't wish to make any remarks against any one in particular, but we do wish to say that, generally, it is a far better plan to get what you can right here, and not send off for it. Our merchants are all wide-awake, energetic men; they are citizens here; they pay taxes here. Is it not a part of our duty to encourage them by our trade, and thus build up the town?

We had the pleasure of meeting Capt. J. F Tucker, of Brooksville, last Saturday. The Capt. reports that everything is booming out there and especially the tobacco business. He handed us a cigar made from tobacco planted, raised, cured and manufactured within a year and it certainly had the correct flavor. Send us a few Captain and we will advertise, while enjoying, them.

Rev. H. M. Ladd, one of the foremost ministers of Cleveland, O., has purchased one of the Keating lots on Lake Osceola and will proceed to make himself a pretty home there. Sensible man! and once more we point with pride to the class of people we are getting as citizens. Well the arrival of a fine boy and acquiring such an attractive home all in one week is glory enough and we wish Mr. Ladd all the joy possible to man in both.

Rev. Oliver Crane, D. D., of Morristown, N. J., has purchased the largest of Mr. Knowles' cottages together with five lots on Interlachen avenue and will soon move in. We feel like congratulating ourselves on the acquisition we have made in getting this gentleman and his wife to become citizens here. They have been extensive travelers and, in selecting our pretty town for their residence, they have paid us a very nice compliment.

We need—BAD—a large first-class hotel at $4; another one at $2.50 per day; a good European hotel; about four first-class boarding houses, at from $7 to $12 per week; furnished rooms and houses—a great many—these all must be got here by next season and they will all be filled and make money. The boom has come! It has come to stay and the sooner we get ample accommodations ready, the sooner we begin to line our purses with the needful.

Boom—well that's just what we have got and its dimensions are large. Still, when you stop to think of it, how could we help it, with as pretty a place as one could find; splendid schools; as good a hotel as there is in the South; flourishing churches; sociable people; plenty of vegetables and strawberries; lovely groves; flowers in profusion; genial climate; pretty lakes; first-class fishing and boating; orange blossoms until one almost tires of seeing them; and in fact all that can make life pleasant and that too in such striking contrast to the snow blockaded roads; ice broken telegraph poles; frozen people; and awful havoc the cold weather has made at the North. Well we're quite in love with ourselves and who can blame us? Why do people persist in living in such a country as the North is anyhow? that's too hard and we give it up.

Seminole Arrivals.

C D Nash, S G Hooker, wife and dau., Milwaukee.
S D Sargeant and wife; Mr and Mrs G A Newell and daughter, and Miss Denny, Boston.
Mrs C M Biddle, Phila.; Francis DeLand, N Y.
E E Brown and wife, Lincoln, Neb.
Chas Carpenter and wife, N Y; J B Holden, Boston.
Mr and Mrs Wm E French, Boston.
Thomas B Kerr and wife, New York.
Chauncey F Kerr " " "
Mr and Mrs J Y Shermann, Wisconsin.
Mr and Mrs F Camphee and maid, Philadelphia.
Misses Annie Pemberton and Helen Cash, Phila.
Mr T P Harris and A E Harris, "
Mr and Mrs C S Boyles and maid, New York.
F Driscoll, wife and child, St Paul, Minn.
Chas E Lauriat and wife, Boston, Mass.
H S Potter and wife, " "
Mrs A H Trowbridge and Miss Julia Davis, N Y.
Dr B Converse, Easton, Pa.; Geo Harral, N Y.
Mr and Mrs H L Duguid, Syracuse, N Y.
Mrs C L Amos and Son, " "
Miss Anna L Cook, Syracuse; W H Fuller, N Y.
Franklin Fairbanks and wife, St Johnsbury, Vt.
Miss Ella H Fairbanks, " "
Mrs Brennon, Washington, D C.
Geo Butter and wife and Mrs C E Butter, Chicago.
Misses Edith Ames and Carrie Frost, "
Mrs P H Washburne, "
D A Barnes and wife, Paterson, N J.
Wm H Lent and wife and Mrs J N Macauley, N Y.
C T Taylor, wife and daughter, Omaha.
Mrs J C Boyd and son, "
W C Prime and servant, New York.
Mrs A T Slosson and Nelson Merrill, New York.
Geo E Davis, North Andover, Mass.
Mrs M White, Belfast, Maine; W D Bell, Phila.
Mrs Annie F Fogg, Boston, Mass.
Mrs Cole and Miss Konvalinka, Brooklyn, N Y.
Mr and Mrs Frank S Chick, Boston, Mass.
Mr and Mrs A P Warren, St Paul, Minn.
Mr and Mrs J B Richardson, Trenton, N J.
Mr and Mrs A V Manning, " "
Dr Morris H Henry, New York.
Judge Osgood, Salem, Mass.
Mr and Mrs Eugene Jones, New York.
Mrs S H Douglass, Cleveland, O.
S J Reynolds, Lake Helen, Fla.
Mrs C L Dodge and J H P Dodge, Boston, Mass.
E Nelson Blake, Chicago; Wm E Wood, Portland.
J E Bell, Minneapolis, Minn.
Mr and Mrs Frederick Smyth, Manchester, N H.
Mr and Mrs N Morris, Wassau, N Y.
Mr and Mrs L N Morris, Wassau, N Y.
Mr and Mrs H M Peyton, Detroit, Mich.
J D C Ramsey and F G Ramsdell, Rochester, N Y.
L M Rutherford, N Y; W J Mills, Buffalo.
Miss Sherman and W H Gilchrist and wife, Buffalo.
Mrs Edgar Thompson, Atlanta, Ga.
Mrs W B Randolph, Mrs Markham, Orlando, Fla.
F L and Dixie Fort, Orlando, Fla.
Mrs C M Johnson, Knoxville, Tenn.
Mrs H H Taylor, " "
J A Caldwell, Chattanooga, Tenn.
S E Brooks, wife and two children, Cleveland, O.
Judge J M Coffinberry and wife, " "
J A Redington and wife, " "
Wm T Carter, wife and servant, Philadelphia.
Master W E and Miss Alice Carter, "
James and Miss Eleanor Scott, N Y.
Mr and Mrs Geo Seaverns, Chicago, Ill.
Mr and Mrs W J Tingue, New York.
Mr and Mrs R C Taylor & 2 ch, Worcester, Mass.
Mrs Davis " "

John T Devine, New York
Enos Ayres, Chicago, Ill
Mr and Mrs A S Apgar, New York
Mr and Mrs T N Rooker, Brooklyn, N Y
W F and J A Fuller, " "
Mr and Mrs C H Fletcher, Sherbrooke, Quebec
Mr and Mrs Burt Garrett, Pittsburgh, Pa
Mr and Mrs G W Garrett, Jacksonville, Fla
Mr and Mrs Wm Mitchell, Winona, Minn
H J O'Neil and Frank Cornwell, " "
Mrs Everhart & dau'ter, & W S Gaylord, Chicago
Henry Wolf, Baltimore, Md
E N Wright, Philadelphia, Pa
Chas F Irons, Miss H F Irons, Providence, R I
Mrs M E I Russell, " "
Mrs A A Quincy Tucker, Boston, Mass
Miss Georgiana Lewis, Framingham, "
A S M Morgan, Miss Morgan, Pittsburgh, Pa
Mr and Mrs D Metcalf, Dr Baker, Adrian, Mich
J E Allen, Florida
D O Barr, M M Wilson, M Trump, Pittsburgh
E M Shepard, B P Moulton, Orlando, Fla
Mr and Mrs H Wilson, Faribault, Minn
S B Capen, J M W Hall, Boston, Mass
Mr and Mrs A B Stickney, Chas Stickney, St Paul
" " D H Moon, "
" " A G Faster and boy, "
" " C N Clark, San Diego, Cal
" " S G Hoyt, Brooklyn, N Y
" " I W Sibley, Cincinnati, O
" " B B Mitchell, Block Island, Ct
" " L Perrine, Jr., Trenton, N J
J M Rusk, Madison, E H Craigh, Viroqua, Wis
Wm Sumner, Cincinnati, J H Pratt, Chicago
Geo. H Bishop, New Haven, Ct
Miss Maria L Wilson, Philadelphia, Pa
Misses Strong and McKee, Ohio
Mrs Geo E Priest, Ithaca, N Y
Mr and Mrs E F Drake, St Paul, Minn
" " H C Collins, " "
Miss Collins, Chas E Bigelow, " "
J H Morton Morris, Louisville, Ky
Miss Edwards, Northampton, Mass
Geo. and F E Sessions, Worcester, "
Mrs Wm F Bridge, New York
Dr and Mrs Henry C Eno and son, " "
Misses Mathers and Perit, St Augustine, Fla
Jono B Francis and wife, St Louis, Mo
Geo Scarborough, Brooklyn, N Y
Chas Woodbury, Boston, Mass
Mr and Mrs A R Whittier, " "
" " Wm Butler and daughter, Phila Pa
" " E H Frost, Charleston, S C
" " C C Chapman, Portland, Me
" " S C Dyer, " "
" " Geo R Hill, Cleveland, O
" " Wm K Nixon, Chicago, Ill
" " Wm P Jackson, New York
Mrs S McMurtyn, " "
Misses S L and M Jackson, " "
Misses King and Bates, Chicago, Ill
E A Johnson, C F Bond, New York
J C Haines and wife, Philadelphia, Pa
C B Farwell, " "
Miss Geo H Van Vlick, Mrs Hayes, Buffalo, N Y
C H Mallory, C P Burdette, Mrs King, New York
Dr John E Ellis and wife, " "
H S Buckwalter, St A & P Ry., Fla
A Brackett and wife, Newton, Mass
R M Nilson and wife, Albany, N Y
Geo Westinghouse, W D Uptegraph, Pittsburg
Henry Crutcher, Zellwood, Fla
Mrs Otto H Matz, Chicago, Ill
Misses Coonley, Avery Coonley, " "
Misses Perley and Wickoff, Andover, Mass
Mrs G L Raymond, child and nurse, Princeton, N J
Mrs E F Blake, Princeton, N J
Mr and Mrs Geo McFadden and son, Toledo, O
" " Robt Glendenning, & d'ter "
Miss Elsie Bowers, "
Chas J Clark and son, Pittsburgh, Pa
Mr and Mrs E R Curtis and daughter, Wisconsin
C F Cooley, Wis., S Holman, Worcester, Mass
Mr and Mrs Guy R Pelton, New York
Pliny Jewell and servant, Hartford, Ct
D W Ingersoll and wife, St Paul, Minn
Mrs L Stickney, Albany, N Y
Mrs Wm Lindsay and maid, Kentucky
" Nath'l Baxter and daughter, Nashville, Tenn
" M T Stratton, Mrs E D Hough, " "
" W H Cherry, and daughter, " "
" Jas M Head, " "
Miss Emma Sellyett, " "
H A Latimer, F Aldrich, Boston, Mass
J C Hill, Concord, N H, J R Einstein, Georgia
J R Reynolds, New York
Mr and Mrs R Ross, " "
" " Elisha Thayer, Boston, Mass
" " W D Walcott, Newfork, Me
" " H K Porter, " "
" " P C Hanford, Chicago, Ill
C H Hanford, " "
H Phelps and wife, Winter Park, Fla
Aubrey Hopwood, " " "
Mrs and Miss Hopwood, " " "
Miss Hegman and maid, Pittsburgh, Pa
Frank E Block, Atlanta, Ga
E and S M Hyde, New York
Mrs R C Otis, Chas A Munn, " "
Mrs L Turnure, two daughters and son, " "
Mr and Mrs H M Sanders, " "
" " R A Bulkley, Southport, Ct
" " C M Decker, East Orange, N J
" " T R Fisher, " " "
" " T S Steel and daughter, Hartford, Ct
Darius Goff, Pawtucket, R I
Chauncey Taylor, California

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9–1m *Lake Maitland.*

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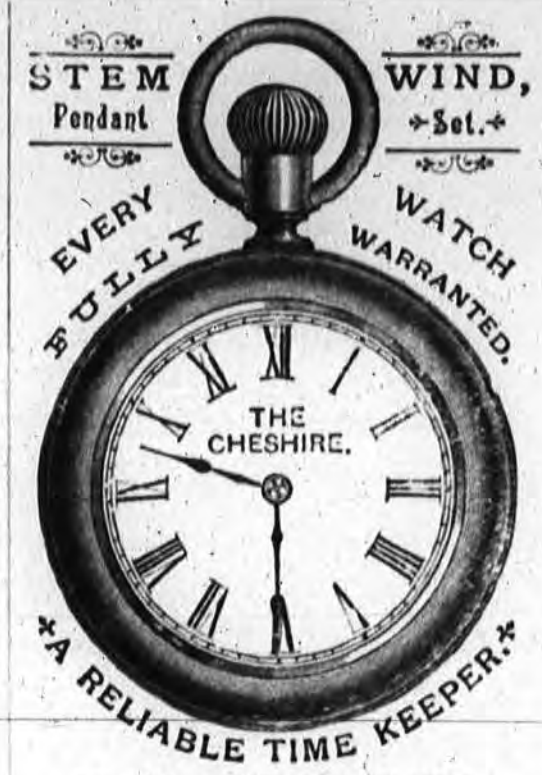
PHYSICIAN AND SURGEON
Office at Residence,
N. E. Cor. of New England and Interlachen Av's.
WINTER PARK, - FLA.

Notice of Incorporation.

Notice is hereby given that, under the law of the State of Florida governing the incorporation of railronds and canals approved February 19th, 1874, and acts amendatory thereto, the undersigned have associated themselves together under the name of The Jacksonville and Gulf Railway Company for the purpose of constructing, operating and maintaining a railroad for public use in the conveyance of persons and property.

SAMUEL BARTON,
A. S. ROWLEY,
BRYAN TALIAFERRO.

Jacksonville, Fla., Jan. 11, 1888. 2–2–13t



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REPAIRING OF ALL KINDS.
WINTER PARK, -:- FLA.

POINT PLEASANT for Sale.

One of the handsomest places in the State; a beautiful natural house site; choice varieties of budded fruit just coming into bearing; roses and other shrubbery in splendid condition; fine neighborhood in vicinity of Churches and Railroad Station, two miles from the Seminole.

J. C. EATON,
Lake Maitland, Fla.

First-class board may be obtained at the

VENTRES HOUSE,
LAKE MAITLAND,

two miles from the SEMINOLE. House occupies a beautiful situation in the near vicinity of Railroad Station, Post Office and Churches of several denominations. Clean, well ventilated rooms; well cooked food. TERMS MODERATE.

WINTER PARK
METHODIST EPISC'P'L CHURCH
REV. T. C. POTTER, PASTOR.

Services every Sunday at 10:30 a. m. and 7:00 p. m.
Prayer Meeting on Tuesday evening.
Class Meeting on Friday evening.
☞ All services in White's Hall.

Improving Sandy Soil.

Sandy soil requires less time and much less expense than clay soil to bring it into good condition. No underdraining is necessary, and less care and effort are required in working it. What it needs is to be put in condition to retain moisture and prevent waste of manure by washing and evaporation, as its hold upon manure is very slight in the absence of clay. To supply the necessary clay would be too expensive. The most successful treatment is to charge the surface soil with fine vegetable matter, to be thoroughly mixed and incorporated with the tillable soil. For this purpose nothing is better than muck. This not only improves the texture of the soil, but deepens its color, which favors the absorption of heat, so much needed early in the season. It also contains some plant food, but not enough to realize much profit, if any, on the cost. It is the manure that is to be used after the application of the muck, or what is better, combined with the muck before it is applied on the land, that is to realize the profit, the muck being the medium to convey and hold the manure for the use of the plant as it requires it. And it answers this purpose well, having, like clay, an attraction for the fertilizing elements, particularly nitrogen, which in the main it holds till taken up by the plant. It also absorbs and retains moisture.

The best way to combine manure and vegetable matter is to use the latter as an absorbent in the stables. Where muck is lacking other material may be employed, such as chaff, leaf-mold, or sawdust from hard wood, to be used in a dry state, when they will readily absorb the fluids of the stables, which are by far the best portion of the droppings, and are ready at once to be taken up by vegetation when applied to the land.—*Pract. Farmer.*

Cassava Flour.

Prof. W. H. Kern brought to the office a few days since three samples of cassava flour, prepared by himself. One was prepared by grating the root, then drying and reducing to flour. This contained a larger proportion of starch than might be desirable for general purposes.

Another specimen was made by grating the root, then washing out a portion of the starch, and drying and pulverizing the residue. This was much sweeter than the other, and bread can be made from it that is scarcely distinguishable from that made with wheat flour.

The other specimen was made by slicing and drying the root, then reducing it to flour by a process of rolling. A much finer flour was produced in this way than by the other processes, and it can be manufactured more rapidly.—*Bartow Informant.*

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SET OUT. LAND CLEARED.
GROVES CULTIVATED.

Agents for SWIFT-SURE and Other Best Grades of Fertilizers.

FIRE INSURANCE IN BEST COMPANIES NEGOTIATED.

PLENTY OF GOOD SEASONED STOVE WOOD ON HAND

ALL INTENDING SETTLERS

Should visit Winter Park, and see the properties in our hands before making a selection. Winter Park is the loveliest and healthiest spot in Florida.

With its SEMINOLE HOTEL OF 250 ROOMS, Its ROLLINS COLLEGE, the BEST SCHOOL in the STATE, and Its EXCELLENT SOCIETY.

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